

**A Railroad to the Coast Fields.**  
MEMBERS. Editors: I have seen with regret the loss, in the Legislature, of the Western Railroad bill, and have been surprised that no step has been taken to get another bill to construct a road to connect this market with the Coast Fields.

To save time in discussing all the "ways and means," I will propose a plan that may still be made available, and add much to the State's interest in her railroad stocks.

Why not use the charter of the Wilmington and Weldon Company, to build a branch from some favorable point to the Coast Fields via Fayetteville, if the Western Company would be willing to merge their stock, at a fair valuation? If not, let the road start at some point near Faison's Station, and run directly to the Coast Fields.

The Wilmington Company has some \$1,200,000 worth of stock not yet sold, that could be made available if this Company chose to have it sold for this purpose. Then the State could transfer the stock of the N. C. R. R. Co. to the amount of \$500,000, or one-half of the cost of this branch, or any other amount that may be agreed upon. This transferred stock would, in five years, pay 2 per cent. on the stock to the State. It would, by the time the road was graded, sell for enough to iron and partially equip this branch. You can readily see the advantages to be obtained by building this road, as a branch, rather than as a separate work, both in cost of equipment and in working the road by the same officers, and, to some extent, the same machinery, same repair shops, &c.

My plan then is as follows:—The Legislature to pass an act to aid the Wilmington and Weldon Railroad Company to construct a branch of their Road to the Coast Fields via Fayetteville, with authority to purchase the improvements of the Fayetteville and Weldon R. R. Co., by giving that Company, or its individual stockholders, a certain proportion of W. & W. R. R. Co. stock for their—say a fair valuation;—or, if that Company refuses this offer, to construct the branch by some other route to the Coast Fields.

The State to take one-half or one-third of the stock, by the issue of bonds, as may be thought best. The W. & W. R. Co. to issue of their own stock from time to time, enough to pay one-half the cost of this branch;—but all the stock invested in the branch to be excluded from dividends, except the profits derived from its own business, until the branch is complete and worked one year in the N. C. R. R. Co. in the main stem, are willing to merge the whole stock. This act can be passed subject to the approval of the Stockholders of the Wilmington Road, at a general meeting called for the purpose.

Should this branch start from some point near Warsaw or Stricklandville, it would make a very convenient route to Goldsboro' to Beaufort or Carolina City, and for some years to come supply all the needs of the community; but when the business and population increases to a sufficient extent, a branch, or a separate road could be built to the seaboard from the point of junction on the Wilmington Road.

A FRIEND OF THE WORK.

**Later from Nicaragua.**  
NEW YORK, Jan. 24.—The steamship James Adger, from San Juan, with dates to the 13th inst., arrived here to-day. The purser reports that the cholera had disappeared from the isthmus. There was little sickness and no deaths on the Adger.

Walker is reported to be in a better condition, having 1200 able bodied men at Rivas, who are well supplied with ammunition and provisions. Col. Lockridge, with 500 men, was still at Punta Arenas, awaiting the completion of a steamer, which would be ready about the 17th January.

The Adger encountered great fields of ice on her homeward passage, in latitude 32 deg. 30 min.

Several returned Nicaraguans give very contradictory statements as to Walker's present situation, but they confirm the previous report, that Hemming had escaped from Granada, and joined Walker, and also that there had been a revolt at Leon, and that the insurgents had joined Walker.

Passengers by the James Adger give an account of Walker's situation rather contradictory of previous statements.

The seizure of steamboats by Capt. Spencer is confirmed. Spencer states openly that he acted in behalf of Vanderbilt. No injury was offered to the passengers in the captured boats, but they were escorted to Greytown, where the steamers were boarded by officers from a British man-of-war, who ordered the baggage and men to be put off immediately.

Spencer kept the American flag flying from his steamer, although he made the capture in the name of Costa Rica.

Pres. Mora, for the Costa Rica Government, issued a proclamation granting pardon to Walker's men and free passage back to the United States.

Officers and men were deserting. They all told stories of suffering from hunger and sickness.

Walker is reported to be still at Rivas with 600 men. Another account says, Spencer states that the Costa Ricans have fifteen hundred troops posted along the route, and they are all in force at Sarapiquí, and have guns posted on both sides of the river.

It was confirmed that General Chilton, with a large body of men had pronounced for Walker at Leon.

Walker, it is said, re-took Rivas and Leon without losing a man.

Captain Saunders, with his rifles, had advanced to Leon to occupy that post.

**Later from Texas.**  
The steam ship Mexico, Capt. Lawless, from Indianapolis and Galveston, arrived at New Orleans on Wednesday morning last, bringing dates from Galveston to the 17th inst.

There is no news of importance from Texas. The Galveston News, of the 17th, furnishes the following: Captain J. Wells was stabbed in Huntsville on the 3d inst., by one Green, who was committed for trial.

The present high price of cotton, and the prospect of its being still higher, seems to have excited the cupidity of field hands in all parts of Texas we have heard from. The True Issue says a sale was lately made in LaGrange, when one good field hand was sold for \$17.20, and another for \$18.60.

The Central Texian, of Grimes county, says the planters there have for some time been busily engaged in plotting, prepaying for plantations. They doubtless the case in nearly all the counties of the State.

The Camanche Indians, near Fort Belknap, are now sending hides, dressed deer skins, buffalo robes, &c., to Houston for sale.

The Brethren of the Brethren, a young man named L. Hood, of Independence, was recently accidentally shot, while hunting in the Yeagou bottom. A twig caught the triggers of his gun, and the discharge tore off the back part of his head.

The Galveston Civilian says: William A. Matthews, well known in Western Texas, died in Gozales, on the 24th ult. He came from Tennessee to Gozales in 1828-29, married a daughter of the Empresario De Witt, acquired a large estate, and leaves behind him a reputation of which his descendants may feel proud.

N. McLean, Esq., has been elected Mayor of Gozales, from Greenburg, Texas.

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A very short time after, he perceived advancing toward him at the top of his speed, a jolly, comfortable gentleman, followed by a servant, armed as it appeared, for conflict. Tom took up a position, and waited the approach of the enemy. "Hallo! you, sir," said the squire, when within half ear shot; "what are you doing here, sir, eh?" "Why, sir, I'm shooting," said Tom. "Do you know where you are sir?" "I do, sir," said Tom. "I'm in a garden," said the squire, growing angry; "and do you know where he is, sir?—these are my manors; what do you think of that, sir, eh?" "Why, sir, as you say, I'm shooting," said Tom. "I can't say they seem agreeable," I don't want any jokes," said the squire; "I hate jokes. But you are all right, you are a jolly fellow, and I like you."

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